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No. 16,415. 號王 百四千六萬一第 日一初月一十年二統宣 HONGKONG, FRIDAY, DECEMBER 2ND, 1910. 五拜禮 號二月二十日十一百九十一英港香 PRICE \$3 PER MONTH.

## INTIMATIONS

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[a34-2]

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[a1472]

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Hongkong, 29th April, 1908. [a728]

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12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
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Hongkong, 1st April, 1909. [a113]

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[a346]

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[a1910]

## INTIMATION



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show that absolutely no reliance can be placed on the dates in those narratives. Indeed, the records themselves testify to the difficulties experienced by the compilers, for in order to fill in the period successfully, recourse was had to extending the ages of the earlier Emperors, no less than thirteen of whom are credited with having lived over a hundred years, one reaching the age of 143. Dismissing these earlier Emperors as fictitious, we are brought down to the year 400 A.D., about the time of the termination of the Roman occupation of Britain. But even the events recorded after this date are to be accepted with a good deal of caution, since numerous inaccuracies occur in the records, which also contradict each other. The Imperial House was then only one of many families struggling to obtain power, and it was in aid of the Imperial House that the ancient records were compiled. Practically, therefore, firmly ground in Japanese history is only reached by the middle of the seventh century, corresponding to the rise and final supremacy of Weissix among the Saxon kingdoms in Britain. YAMATO, indeed, was the Weissix of Japan, and exercised a kind of control over the other kingdoms. A further similitude may be found in the position of the Ainu, who were driven to the more inaccessible parts of the country as the Britons and Picts were in Britain. As to when the Japanese came to the country or by what route, they came but little can be said with any certainty. There is every probability, that, as in the case of the Saxon conquest of Britain, the settlements were not all made at one time. Indeed, there is more or less proof that the Idzumo kingdom on the north-west was founded separately from the others. Inasmuch as the contest with the Ainu was brought to a close in the ninth century, there is reason to believe that the first Japanese settlements were formed at a much later date than is generally believed. Chinese records point to some tribes being settled in the country at the beginning of the Christian era, while there is a tradition that some Chinese established a kingdom in Japan 200 B.C. The Saxon conquest of Britain was accomplished in a very short space of time, partly because the invaders were of a more civilised type and partly because the Britons had been enervated by Roman rule. On the other hand, the first settlers in Japan appear to have reached only a small degree of social organisation, thus placing them more on a level with the Ainu whom they dispossessed. From this point, however, British and Japanese history begins to diverge. The struggle for power, which continued practically up to the establishment of the Tokugawa Shogunate, was an internal struggle which inevitably resulted in the progress of the country being retarded. There was no outside enemy to bring about a solidarity of the Japanese clan. The only occasion of this sort was that when KUBLIA KHAN sent a fleet to capture the country, and even then it would appear that the defence was not unanimous. Another significant fact in Japanese history is that the Imperial House very rarely produced sovereigns of commanding ability; too often the power lay in the hands of others, the Emperors being mere pawns to be played with by the statesmen—to be deposed, banished, even assassinated. As polygamy was practised, there was never any lack of heirs to the throne; too many, in fact, as the numerous succession wars show, and this may serve to place the "unbroken descent" in a somewhat less astonishing light. But in view of the present feeling towards the Imperial House some astonishment must be felt at the treatment accorded the Emperors in the past. As an instance of how quickly the Emperors were used up, it may be noted that from 1069 to 1542 there were 34 Emperors, during which period England had 17 Kings. The average reign of a Japanese monarch was 14 years; when he either abdicated or was deposed. The fact that attempts to usurp the Imperial throne were very few is to be accounted for by the fact that the position was not one to be coveted. In addition to the irksome ceremonial which surrounded the Throne, there was the fact that the real power of the country lay outside the Throne. The practice of polygamy, moreover, always provided means for gaining complete influence over the Throne. A statesman had but to marry his daughter to the Emperor to be able to place his grandson on the Throne and rule through him. So low did the Imperial power sink at one time that it is recorded one Emperor added to his income by copying in the august handwriting such compositions as any of his subjects desired. "The sovereign lived chiefly," one writer records "on money gained by selling his autographs." The famines and accompany-

ing pestilences which visited the country from time to time afford eloquent testimony to the devastation caused by the perpetual wars between the rival clans, wars which would have undoubtedly continued to modern times had not the TOKUGAWA form of government placed so many safeguards in the way of a renewal of the struggle. But although peace was maintained, it was maintained rather as an armistice than a truce, and the decay of the TOKUGAWA regime would undoubtedly have resulted in a renewal of civil war, had not the menace of foreign relations served to bring about the solidarity of the country. The chief moral to be drawn from Japanese history is that Japan suffered by her isolation, by the lack of contact with nations superior to herself in civilisation and social organisation. She had no enemies to threaten her from a neighbouring continent and to make her put her house in order, and the results of this isolation are visible to some extent to this day.

Dr. W. M. Koo, who has been Home on twelve months' leave, returned to the Colony yesterday by the German mail steamer.

The ship belonging to the British Squadron in the harbour dressed ship yesterday in honour of the birthday of Queen Alexandra.

A Chinese seaman, who was found selling prepared opium, was at the Magistracy yesterday fined \$50 or three months' hard labour.

The Straits Government has postponed the Income Tax Bill for two months in order to allow fuller consideration of the scheme.

The *Prinz Ludwig* brought six officers and 88 men to Hongkong en route to the South Seas as relief for men on the German cruiser *Cormoran* and the gunboat *Planck*.

A burglary was committed at 15, Stanley Street on Wednesday, when Chinese merchant was robbed of gold ornaments and a considerable quantity of valuables worth \$3,000.

For snatching \$20 from an Indian in Queen's Road Central on Wednesday a Chinese was at the Magistracy yesterday sentenced to three months' imprisonment and four hours in the stocks.

The passengers on board the *Prinz Ludwig* state that the Crown Prince and Princess of Germany made themselves most popular on board the ship with the passengers of every nationality.

A typhoon warning was received by the American Consulate-General, Hongkong, from the Manila Observatory at 9.50 a.m. yesterday that a cyclone or typhoon was E. of the Pelew Islands moving W.

Mr. Cheonr, the well-known photographer, sends us specimens of a series of clever photographs taken at the execution of two desperadoes at Canton. Several foreigners are standing in the front line of spectators.

H.M.S. *Newcastle* is to remain as Senior Naval Officer's ship at Singapore until the arrival of the Admiral from the North some four weeks hence. The *Newcastle* will return to the North in company with the flagship, early next year.

Mr. Outerbridge, of 1, Knutsford Terrace, Kowloon, reports to the police that someone broke into her house on the night of the 30th ult. morning of the 1st by breaking a pane of glass in the door and opening it from the inside. Japanese vases, silver vases, brass finger bowls and other things were stolen to the value of \$109.

Mr. J. Smith Mitchell, a passenger by the German steamer *Prinzess Alice*, reported to the police at Singapore that a gold watch and chain, worth at £15, had been stolen from his cabin after the arrival of the steamer in Singapore. A rapid search of the pawsions in the town resulted in the recovery of the valuables and the subsequent arrest of the Chinaman who is alleged to have pawned them.

THE SITUATION AT MACAO.

GOVERNOR'S RESIGNATION ACCEPTED—  
CHIEF JUSTICE ADMINISTRATOR.

On Wednesday a *Boletim Oficial* was issued notifying the receipt of a telegram from the Minister of Marine dated November 29th that the resignation of the Governor had been accepted, and Dr. Marques Vidal, the Chief Justice, appointed to administer the Government *pro tem.* Dr. Marques handed over the Government to Dr. Vidal at 11 a.m. on Wednesday.

It is reported that Dr. Vidal has telegraphed to Lisbon asking to be relieved of the post at the earliest possible moment.

Another official notification published on Wednesday was that commencing on January 1st the exchange rate of the dollar would be 450 reis, which is about the current market rate. Payments are at present being made, however, on the basis of 550 reis to the dollar. The troops are paid in reis, and the unjust exchange was one of their grievances.

THE STRANDING OF THE  
"BEDFORD."

THE NAVIGATING LIEUTENANT'S SENTENCE.

A London telegram to the Indian papers states—

Lieut. Albert E. Dixie, Navigating Lieutenant of H.M.S. *Bedford*, has been dismissed his command and severely reprimanded for suffering the vessel to be stranded by default. He was acquitted of the charge of negligence.

## TELEGRAMS.

[Protected by the Telegraph Message

Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

LISBON AND THE MACAO  
REVOLT.

LONDON, December 1st.

A telegram from Lisbon states in connection with the Macao revolt that the Governor of Macao is suspected of favouring the religious congregations, and has in consequence been replaced by Judge Vidal.

LORD ROSEBURY ON THE  
NEW LIBERALISM.

LONDON, December 1st.

Lord Rosebery, speaking at a great meeting in Manchester, said the New Liberalism was harassing and champing the country and encroaching on the personal liberties of the subjects, imposing an inquisition to which our ancestors would never have submitted. "We are marching through a fog," said his Lordship, "to the dismemberment of the United Kingdom." He confidently looked to the nation to give a common-sense answer to such a request.

TO PREVENT RAILWAY  
STRIKES IN FRANCE.

LONDON, December 1st.

A Paris dispatch states that Bills for the repression of railway strikes have been drafted which penalise acts of sabotage with terms of imprisonment ranging from one month to five years, and fines, ranging from £2 to £500 sterling. Strikers are made liable to imprisonment for terms ranging from one-half to two years.

The Bill also provides for the establishment of Conciliation Committees and an Arbitration Tribunal.

## GIFT TO KAISER.

A YACHT BY PUBLIC SUBSCRIPTION.

It is reported in naval circles that a project is under way to raise a great national subscription to present the Kaiser with a magnificent new private yacht in June, 1913, on the occasion of the "silver jubilee" of his reign.

The promoters of the scheme point out that the *Hohenzollern*, which was launched in 1892, is not only out of date, but belongs to the Imperial Navy, and is therefore not exclusively the Kaiser's disposal. It is desired to provide His Majesty with a yacht "as complete and beautiful as the *Victoria and Albert* or the *Queen's Standard*."

The originators of the proposal believe that the money to build the yacht can easily be raised by popular subscription. Small contributions from "plain people" are to be specially welcomed.

## STRAITS PLANTATIONS.

The report states that the net profit for the year amounted to £3,996, out of which the directors recommend the payment of a dividend of 6 per cent. on the ordinary shares, leaving £2,636 to be carried forward. During the year the directors issued 5,000 ordinary shares at 5s. premium, and out of the proceeds of the issue redeemed the first mortgage debentures. The planted area has not been added to, the efforts of the management having been directed towards the efficient cultivation of both old and new clearings, and the collection and drying of the increasing crop. The latest available figures show 21,190 trees in bearing, as compared with 15,905 at about the same date in 1909. The total number of nuts harvested during the past year was 1,403,331, against an estimate of 850,000. There were 378 tons of copra manufactured at a cost of 25 per ton, which realised an average price of £20.38 per ton in London. The crop of rubber was 1,021 lb. which sold at an average net price of £2.11 per lb. in London. The manager's estimate of the crop of nuts for the year 1910-11 is 1,890,000.

The uncultivated portion of the estate embraces approximately 2,760 acres, through which a Government road connecting Bigan Datch with Teluk Anson is approaching completion, and the land, researching that already planted, is considered as highly suitable for the cultivation of coconuts. To meet the conditions of the Government grants, under which the land is held by the company, the directors have instructed the manager to fell and plant with coconuts 540 acres during the current year, and they consider that it will undoubtedly be of advantage to the company gradually to open up the remainder of the estate. To carry out this programme the labour force must be added to and further capital will be required. A circular issued by the company accordingly states that an extraordinary general meeting will be held at the London Chamber of Commerce immediately to follow the ordinary general meeting on November 15, for the purpose of considering and, if thought fit, passing a resolution to authorize the increase of the capital from £50,000 to £100,000 by the creation of 50,000 additional shares of £1 each, to rank as to 20,000 par value with the existing ordinary shares and as to 30,000 par value with the existing deferred shares of the company.

Defendant—I could not say, because I was under instructions from the agency in Canton, I thought the Company was responsible.

His Worship—I will put it—I took no interest in the truth or falsity of the statement because I considered myself covered by the title King. Is that what you mean?

Defendant—Yes.

His Worship reserved his decision till Monday.

## FAILING TO REGISTER.

PROSECUTION UNDER THE  
COMPANIES' ORDINANCE.

The case was continued at the Magistracy yesterday before Mr. E. R. Hallifax in which Tam Yee Kong, general manager of the *Hip On* Insurance Company, was summoned by Mr. G. H. Waksham, Registrar of Companies, for doing business in the Colony on behalf of the *Wah On* Insurance Company without having registered and made a deposit required by the Life Insurance Ordinance. Mr. H. L. Deunes prosecuted, and Mr. Otto Kong Sing defended.

Mr. Otto Kong Sing said it was contended that the defendant was not an agent within the meaning of the section in the Ordinance. He only held the position of cashier.

Defendant said he was the late manager and now liquidator of the *Hip On* Fire and Marine Insurance Company. He was also a canvasser for the *Wah On* Life Insurance Company of Shanghai, receiving his appointment from the agency at Canton and not from the head office.

He had not at any time during his appointment, had any communication with the head office. The application forms and receipts were sent him from Canton. He had to sign the application forms as a witness, but the receipts were chopped at Canton. He had no chop to use for the Company or the agency, and he kept no books. Neither the agency nor Company paid any rent for the office, and he did not pay any on their behalf. The Company had no office here. He had no authority to accept risks or settle claims. All he had to do was to sign the application form as a witness and give an interim receipt if he received money. The interim receipt was to be held until the receipt came from Shanghai. He received no salary, only the first premium. Defendant explained the insertion of the advertisement in the *Shaw Po* by stating that it had been forwarded to him from the agency, who asked the notice to be advertised in the "one-past paper." Accordingly he had the advertisement inserted, paying for it, and afterwards recovered the money from Canton. Defendant stated the words following his name in the advertisement meant broker. He gave them no authority to add his name to the advertisement. Referring to his visit to the Registry, he explained that on that occasion he told the clerk he was only a canvasser for the *Wah On* and had nothing to do with the head office. The clerk told him in these circumstances that it was not necessary for him to deposit a security. As far as he could remember only six or seven policies, all for children and involving very small amounts, had passed through his hands. He had been over fifty years in the Colony and that was his first visit to the Courts as defendant.

Cross-examined:

You have been a witness in the Supreme Court?—Yes, but I said at this Court.

And the Chief Justice characterised your evidence as absolutely untrue and said you were encroaching on your answer from your fan?—Yes, because I had a bad memory.

Have you carefully studied the Life Insurance Ordinance?—Yes.

It was brought to your notice by this letter from Alim Khan?—Yes.

And did you then look at the Ordinance?—No.

No. I thought I had nothing to do with it as I was only canvasser.

You did not read the Ordinance nor did you take legal opinion?—No.

You as manager of the *Hip On* had solicitors?—Yes.

What you received the advertisement I presume you read it?—Yes.

The advertisement stated that the *Wah On* had been registered in Hongkong?—I was requested to have that advertisement put in the paper, and I was only carrying out instructions.

Is it customary when you have a broker to have an assistant broker?—Yes.

Can you tell me of any other company where a similar sort of advertisement has been inserted?—I cannot. I paid no attention to it.

Although you read the advertisement you did not take any trouble to understand it?—I understood it.

If you understood it you understood that it said that the Company had been registered in Hongkong?—I was requested to have that advertisement put in the paper, and I was only carrying out instructions.

You understood your name was at the bottom as King?—Yes.

I understand that the statement was made in the advertisement that the Company was registered in Hongkong?—Yes, but I have no knowledge of that.

You did not care whether it was true or not?—I was never willing to put the advertisement in?—I was under the impression that so long as my name was put down as King I was not responsible.

Was it perfectly clear? Did you care whether the statement was true or not?

Defendant—I received a letter asking me to insert the advertisement, and I did so.

His Worship—The question is quite simple. You have said you have read the advertisement and understood it and saw the words that the Company was registered

## TELEGRAPHIC NEWS.

[FROM SOUTHERN PAPER]

INDIANS AND CHINESE IN SOUTH AFRICA.  
London, November 11th.

Rector telegraphs from Johannesburg that the Cantonese Club last night presented an address to Messrs. Botha and Pohl, in which the Chinese associated themselves with the Indians.

Mr. Ritch, replying, said that they had not embarked on a war of vengeance or retaliation, but they stood for justice and equity.

Mr. Polak said that if the Union Parliament did not give justice, it would injure not only the Asiatics, but the whole body politic, as on a wrong foundation they could not erect a stable structure.

## BUN ON THE BIRKBECK BANK.

London, November 11th.

An anonymous and baseless circular to depositors suggesting that there was some connection with the Charing Cross Bank which recently suspended payment, caused a run on the Birkbeck Bank to-day. A queue of over a thousand persons gathered in batches and were paid promptly. It is officially announced tonight that the Bank of England extended substantial support.

London, November 12th.

Despite reassuring statements the run on the Birkbeck bank continues. Many wait all night. Depositors were promptly paid until closing time, when several thousands were still waiting. The financial column denounces vehemently the author of the circular and lays stress on the sound position of the Bank.

London, November 14th.

The run on the Birkbeck Bank is slowly subsiding. Some people waited all night, but the crowds were smaller and were paid promptly. Many persons are now paying in.

## KING AND THE COLONIES.

London, November 12th.

*This Times*, in a leading article, dwells on the idea of the King's visit to the colonies as being perfectly practicable during the autumn recess to the nearer Dominions, including South Africa, without even the appointment of a regency. *This Times* trusts that the time is not far distant when Their Majesties, escorted by a squadron of great cruiser, will sail forth on the first imperial pilgrimage.

## EMPEROR OF INDIA.

London, November 13th.

*The Times* discusses at length the idea of the King visiting India and says that it might be found practicable after the Coronation for the King Emperor to hold a solemn durbar at Delhi. There is no indication now in saying that the proposal that King Edward should attend the durbar of 1903 was seriously discussed, but his illness rendered it impossible.

## ENGLAND AND GERMANY.

London, November 12th.

Mr. Haldane, speaking at Warrington, said the relations with Germany had rarely been better. There ought to be no rivalry. We were two great nations to whom a great field of commerce and industry lay open. We had no more right to criticise Germany for organising a fleet than Germany would have to object if Great Britain overhauled her military and naval arrangements.

## SOCIALISM IN SPAIN.

London, November 13th.

Rector telegraphs from Madrid that a sensation was caused in the Chamber, yesterday, by the Socialist leader Iglesias, declaring that the Socialists joined the Republicans mainly for the purpose of overthrowing the monarchy.

## THE "UNCROWNED KING'S" BIRTHDAY.

London, November 13th.

Ireland's demonstration of welcome to Mr. Redmond was without parallel since the return of Parnell from his American tour. When the liner was sighted, last night, bonfires blazed up on the hilltops from Crookhaven to Queenstown. Salutes were fired and roasts sent up.

On landing at Queenstown, Mr. Redmond dwelt on the enthusiasm of his reception in America. He was more than ever determined to fight that over.

## London, November 14th.

Addressing a concourse of people in Cork and Dublin, Mr. Redmond declared that events had shaped themselves in a way that made the triumph of Home Rule certain. It was no longer a question of whether they would get self-government but exactly how much and by what method.

## KING LEOPOLD'S DAUGHTER MARRIES.

London, November 14th.

Prince Victor Napoleon married at Turin, today. Princess Clementine of Belgium, a large and princely gathering was present.

## UNIVERSITY DEGREES FOR DISTINGUISHED MEN.

London, November 14th.

The Liverpool University, to-day, conferred the degree of Doctor of Laws upon Lord Morley, Lord Rosebery, Lord Cromer, and Mr. John Burns.

Afterwards, at a luncheon, Lord Morley said that there was no time when the firm thinking power of the nation was going to be subjected to a more exacting or a more strenuous test than now before us.

## LONDON PORT CHARGES ON TEA.

London, November 14th.

Sir James Buckingham, Secretary of the Indian Tea Association, has written to the Port of London Authority protesting strongly against the import rate of 2s. 6d. per ton being imposed on tea. He also protests against the heavy burden upon the export trade of the Port by the imposition of both import and export rates on the tea trade, and urges the Port Authority to take prompt action with a view to exempting tea re-exported from bond.

## THE GERMAN CROWN PRINCE'S TOUR.

London, November 15th.

Herr Wegener, the geographer traveller, leaves Berlin to-day for Ceylon, and will then accompany him throughout the tour with a view to collecting material for an official narrative of the journey, which will be published soon after the return to Europe.

## MOROCCO'S INDEMNITY TO SPAIN.

London, November 16th.

After prolonged negotiations, Spain and Morocco have concluded an agreement by which the latter will pay an indemnity of £2,500,000 on account of the Melilla campaign.

The Spaniards will continue to occupy the Rifian territory until the money is paid.

## INTER-DOMINION CRICKET.

London, November 16th.

Rector cables from Melbourne that in the match between the South African team and Victoria, South Africa, going in first, compiled 169 runs. Victoria replied with 301 runs. In their second attempt South Africa were all out for 236. Victoria then scored the 125 runs necessary to win with the loss of five wickets.

## WRECK AT DOVER.

## GREAT SAILING SHIP ON THE ROCKS.

A sea of extreme violence, accompanied by torrential rain, has prevailed at Dover on the 6th November, and a series of thrilling scenes were witnessed in connection with the stranding of the very large five-masted full-rigged German sailing ship *Prussia*, east of Dover. About five o'clock in the evening the townspeople were alarmed by the firing of maroons summoning the lifeboatmen and the rocket apparatus crews to their stations, whilst two were despatched from the port to the assistance of the ship, which was found to be in a very perilous position under the high cliffs, at a point known as Crab Bay, where there are very dangerous reefs of rock. The gale is blowing from the south-west, causing extremely heavy seas to break in at the point where the big ship is ashore. The stranded vessel looked a huge thing, with her tall, square-rigged masts, as soon as the cliffs in brooks between the terrific rain squalls, which at times blotted out everything seawards.

The Lord Mayor proposed the toast of "The King" and "The Empire of Japan."

In proposing "The Commissioners of the Japan-British Exhibition," the Lord Mayor said that it was pleasant to remember that one of his first duties when he became Lord Mayor was to take some share in the arrangements and preparations for the Exhibition. They looked forward at that time with profound interest and curiosity to the prospects of that great scheme in which the two Empires were joining hand-in-hand in showing to the world their respective contributions in arts, manufactures, and other peaceful spheres of national concern.

To-day, when the Exhibition had been brought to a successful end, it was very gratifying to him that his lost function should take the form of a tribute of gratitude to the Japanese and British Commissioners and of congratulation to them on the brilliant way in which all their programme had been carried out in spite of that first very terrible drawback—the death of King Edward.

Mr. Wada, in acknowledging the toast, said that it had been one of the highest aims of the Exhibition to bring the two nations more closely together in the bonds of friendship, and they were grateful to the Lord Mayor for his assistance in attaining that object. (Cheers, bear.)

Mr. Imre Kiralfy, who also responded to the toast, remarked that the commercial results of the Japan-British Exhibition, both in this country and Japan, had already been of a most satisfactory character.

The Japanese Ambassador, in proposing the health of the Lord Mayor and Lady Mayoress, said that the hospitality of the Mansion House was proverbial, not only in this country but in Japan. The Lord Mayor had shown great kindness to the captain and officers of the cruiser *Imperial*, which visited London in July. Its kindness and hospitality were appreciated not only by those who were present but also by the Japanese at home. (Hear, bear.)

The Lord Mayor replied to the toast.

## TERRIBLE SEAS.

The scene at the launch was an exciting one. The lifeboat *Mary Hamer Hoye*, which is kept stationed on the marine promenade, was quickly surrounded by a crowd of eager helpers. Coxswain Brockman and fifteen or sixteen lifeboatmen were quickly in their places, while many willing hands assisted in placing the boards down the shelving beach foreshore to enable the boat to be launched. It was a weird scene in the darkness with the beach lined by a thick crowd of spectators, through whom a wide space was left in order that the boat might have a clear run. Twenty minutes after the firing of the first musket all was prepared for the launch, the boat was rushed down the way, plumped over a steep bank of shingle, and went right into the sea. She was struck by a wave, and it looked at first as if she would be buried broadside ashore, but the crew made by a strenuous effort at their oars, to get her head to sea, and she went away out into the darkness amid the cheering of the crowd ashore. A tug returning into the bay took the boat in tow, and proceeded in the direction of the big ship.

Meanwhile, the rocket apparatus from St. Margaret's Bay was being hurried to the scene. The route from there to Crab Bay is much easier for the conveyance of the rocket apparatus than it is from Dover, but in any case, the road is rugged and difficult. Wild weather continued, the wind blowing with almost hurricane force on the top of the cliffs whilst rain was falling heavily and the night was exceedingly dark. Rescue work both as far as the attempts from land and sea were concerned, was being carried out under conditions of the most trying character, in fact they could hardly have been worse. The cliffs at the point where the ship is ashore are about 200 ft. high, and if the St. Margaret's rocket apparatus crew succeeded in getting a line over the vessel, and thus establishing a connection between ship and shore, it would be hazardous work hauling the crew up the cliffs in the darkness buoy with such conditions of weather as are now prevailing. The force and increasing gale was blowing dead ashore at the point where the ship lay and there was little prospect that a line could be got to her from the cliffs. With the rising tide the ship's position was becoming more critical.

The stranding of this big ship and the rescue work was creating the greatest excitement at Dover.

THE KING'S INTEREST.

In replying to the address of the Duke of Connaught said that the King, who was Chancellor of the university, was most interested in the welfare of the institution. At the official dinner given at Government House on Friday night, the Duke of Connaught said:

"Her past contains with much that is dark much of which South Africa may well be proud. She attracted two of the most enterprising sea faring races of Northern Europe. They came to application in toto to an Oriental people.

It was also announced that Sir J. J. Wernher would make up the amount to an aggregate of £20,000.

The Duke of Connaught was received by the council of the University of Good Hope when he arrived at the site of the new University Hall yesterday. He occupied a raised dais surrounded by university dignitaries in their gowns. The women students presented bouquets to the Duke of Connaught and Princess Patricia.

The Vice-Chancellor having constituted a congregation the degree of Doctor of Laws was conferred upon the Duke. The council presented an address expressing the hope that the present University would be converted into a teaching university for the whole of South Africa by incorporating existing colleges as constituent colleges, and by creating chairs for those subjects for which no single college could be expected to provide.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS ONLY, and every business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 53. Telephone No. 12. Telegraphic Address: PRESS CO., A.B.C. 6th Ed. 1910.

## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL.

A DAI, Ship, Chamberlain and Comptendore, formerly at No. 23, Hung Loong Street, has Today REMOVED to No. 23, DES VIEUX ROAD, CENTRAL, opposite the Owl Grill (Oyster Room).

Hongkong, 2nd December, 1910. [1342]

## CAPITAL AND COMMERCE.

MESRS. MARTY & CO. have been Appointed AGENTS in Hongkong and South China for the above Weekly Journal, which is devoted to the Finance, Commerce, Industry and Engineering of the Far East. Subscriptions, \$18 (Shanghai Currency) per annum, may be sent to M. S. MARTY, who will be happy also to furnish applicants with advertising rates.

Hongkong, 2nd December, 1910. [1343]

## NOTICE.

THE Undersigned, CHAN MUI SAN, who for more than forty years was Partner in and Manager of THE SUN SHING Firms of No. 90, Queen's Road Central, has now Retired from all connection with the said Firm and has Opened his Own House at No. 23, Stanley Street, where he is Transacting Business in the same lines as formerly.

CHAN MUI SAN,  
23, Stanley Street,  
Hongkong, 2nd December, 1910. [1344]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIIGO  
AND YOKOHAMA.

THE I.G.M. Steamship

"PRINZ LUDWIG,"  
Captain F. v. Binsar, will leave for the above places TO-DAY, the 2nd inst., at 9 A.M. For further particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 1st December, 1910. [5]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE

## NOTICE TO CONSIGNEES.

THE Steamship "PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

The Steamer brings Cargo  
Ex S.S. "CANOTO" from Venice and  
Catania.

Ex S.S. "SAMUND" from Smyrna.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents

Hongkong, 1st December, 1910. [5]

## FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA," Captain Massa, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings Cargo:

Ex S.S. "Theresa et Marie" from Bordeaux.

Ex S.S. "Guanjian" from Stambul.

Ex S.S. "Semele" from Stambul.

Ex S.S. "Bruna" from Drammen.

Ex S.S. "Dronning Sofie" from Stavanger.

HAMBURG-AMERIKAN LINIE,  
Hongkong Office.

Hongkong, 1st December, 1910. [1341]

## NOTICE OF REMOVAL.

THE Undersigned have REMOVED their Offices and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE-ASIATISCHE BANK.

DAF BUREAU & CO.,  
General Merchants,  
Manufacturers' Representatives  
and Commission Agents.

Hongkong, 1st December, 1910. [1336]

## TOYS! TOYS! TOYS!!

JUST OPENED, a Large Assortment of NICE, BEAUTIFUL TOYS to suit every whim of a Child. Bring your little ones with you and they won't cry any more. An early inspection solicited. Prices to suit every purse. Call quick not to be disappointed.

H. HIPTOOLA & CO., 13 & 15, D'Aguilar St.

Hongkong, 23rd November, 1910. [1311]

## INTIMATIONS

CHINESE IMPERIAL RAILWAY.  
CANTON-KOWLOON RAILWAY.

## CHINESE SECTION.

## NOTICE.

THE FIRST SECTION of the above RAILWAY from CANTON (TAI SHA TOU) to SIEN TSUN will be OPENED to Traffic, from the 6th DECEMBER, 1910.

## TIME-TABLE.

In force from 5th DECEMBER, 1910.  
Until Further Notice.

CANTON (TAI SHA TOU) to SIEN TSUN.

## Passenger Trains.

No. 1 No. 3 No. 7  
Daily Week Sun.

Miles STATION Daily Week Sun.

3.63 SHIEN PAI dep. 7.00 12.09 2.11

7.12 12.12 2.13

7.23 12.23 2.26

7.90 CANTON dep. 7.23 12.28 2.29

7.39 12.39 2.33

7.42 12.42 2.45

7.53 12.53 2.59

7.58 12.58 3.04

8.10 1.10 3.19

8.13 1.13 3.21

8.23 1.23 3.31

8.28 1.28 3.38

8.31 1.31 3.40

8.40 1.40 3.51

9.00 SIEN TSUN arr. 8.40 1.40 3.51

9.00 SIEN TSUN dep. 10.53 3.53 5.49

10.53 3.53 5.49

11.02 4.02 6.00

## PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

## LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 709-100, Shares numbered 23551/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is Herby Given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOME & CO., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1230]

WEI SAN KNITTING COMPANY, LTD.

## LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates

numbered 821/920, and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is Herby Given that if within 30 days from the Date of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOME & CO., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1231]

THE WEST POINT BUILDING COMPANY, LTD.

## NOTICE.

A CERTIFICATE, No. 675, for Six Shares Nos. 11451/11456, standing in the Register of this Company in the name of Mrs. FLORENCE MINA HUNT, has been LOST. NOTICE IS HEREBY GIVEN that a NEW CERTIFICATE for the said Six Shares will be issued Fifteen Days hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

By Order of the Board of Directors.

A. SHELTON HOOPER,  
Secretary to

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

General Agents for

THE WEST POINT BUILDING CO., LTD.

Hongkong, 21st November, 1910. [1312]

## BAZAAR.

IN Aid of the Poor Chinese Orphans of the ASILE DE LA SAINTE ENFANCE.

(Under the Distinguished Patronage of Their Excellencies Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. and LADY DUGARD.)

The Mother Superior and Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL on

THURSDAY, the 6th December, at 2 o'clock in the afternoon.

They request your presence in order to inspect the different Needle and Fancy Works made by their Poor Orphans.

ASILE DE LA SAINTE ENFANCE,

Hongkong, 29th November, 1910. [1325]

THE HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that the STATUTORY GENERAL MEETING of the Company, required to be held within Four Months after registration will be held at the Company's Registered Office, No. 4, Queen's Building, Chater Road, Victoria, Hongkong, on the 12th day of December, 1910, at NOON.

BRADLEY & CO., General Managers.

THE HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

Hongkong, 30th November, 1910. [1329]

## LATEST PARIS FASHIONS!

WE Beg to call the attention of our Lady Customers to the arrival of an EUROPEAN COIFFEUR from Paris, who brings out the latest ideas in PARISIAN HAIRDRESSING.

THE PARIS TOILET CO., LTD.

13, Queen's Road Central.

Hongkong, 29th November, 1910. [1324]

## WITH DOG AND GUN IN THE NEW TERRITORY.

BEING the Series of Articles recently contributed to the HONGKONG DAILY PRESS by "Sportman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [1229]

## SUITABLE FOR XMAS PRESENTS

CANTON SATIN, SILK, EMBROIDERED, TABLE-COVER, TABLE-CENTRE, SCARVES, CHINESE FLAG for DECORATION and CUSHION COVER, SATIN, EMBROIDERED, CUFFS and COLLARS, MANTLE DRAPE, BAGS, &c. CANTON LINEN, EMBROIDERED, BED SPREADS, TABLE-COVER, TABLE-CENTRE, PILLOW CASES, INSERTION, DRAWN WORK, D'ΟΥILLIES, &c. &c.

HOOSAIL & CO., No. 14, Queen's Road Central.

Hongkong, 24th November, 1910. [1707]

## NOTICE OF REMOVAL.

THE Undersigned have REMOVED their Offices and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE-ASIA BANK.

DAF BUREAU & CO., General Merchants, Manufacturers' Representatives and Commission Agents.

Hongkong, 1st December, 1910. [1336]

## TOYS! TOYS! TOYS!!

JUST OPENED, a Large Assortment of NICE, BEAUTIFUL TOYS

## AUCTION

G. R.  
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of December, 1910, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCE THE GOVERNOR, of the right to quarry Stone on the following Lots of CROWN LAND around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period extending from 1st day of January, 1911, up to and including 31st day of December, 1913.

## PARTICULARS OF THE LOTS.

[1323]

No. of Sale.	Registry No.	Locality.	Contents in Acres.	Upset Annual Crown Rent.
1.	Ngau Shi Wan Quarry Lots Nos. 1, 2 and 3.	Ngau Shi Wan.	6.23	2,000
2.	Ngau Shi Wan Quarry Lot No. 4.	Do.	6.50	500
3.	Ngau Tau Kok Quarry Lots A. 1-5 and 7-24.	Ngau Tau Kok.	19.63	3,100
4.	Sai Tso Wan Quarry Lots B. 1-16.	Sai Tso Wan.	16.53	1,000
5.	Cha Kwo Liang Quarry Lots C. 1-30.	Cha Kwo Liang.	24.56	3,300
6.	Lyemun Quarry Lots D. 1-25.	Lyemun.	26.44	3,800
7.	Ma Tau Kok Quarry Lot No. 7.	Ma Tau Kok.	6.70	2,000
8.	Ma Tau Kok Quarry Lot No. 8.	Do.	4.60	2,000

10 times more nutritious than ordinary Cocoa.  
**PLASMON COCOA**  
DELICIOUS. DIGESTIBLE.

The Lancet says: "Plasmon increases the food value enormously."  
Plasmon, Plasmon Cocoa, Plasmon Chocolate, Plasmon Biscuits.  
Of all Chemists, Grocers and Stores.  
Plasmon, Ltd., London.

Sparkling Mineral  
*Pyeris*

A. S. WATSON & CO LTD  
HONGKONG CHINA & MANILA.

COLEMAN'S  
WINCARNIS,  
THE GREATEST TONIC  
IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.  
"WINCARNIS" has a charm all its own, which you  
cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Melt is  
prepared in Wincarnis gives a TWO-POWER STANDARD  
that cannot be equalled for giving Strength and Stamina,  
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

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[1623]



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SCOTCH WHISKY.  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILA.  
A. S. WATSON & CO LTD.

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IRON Steel  
Wholesale and Hardware Merchants,  
Iron and Foundry Ironmongers, Pig  
Stonemasons and Cope Importers. General  
Hardware and Shipchandlers. Nos. 36 & 37,  
No. 1, LOONG STREET (2nd St. west of Central  
Market). Telephone No. 515.

When  
on the Sick-list

a man's usefulness and enjoyment  
of life are about nil. He feels  
perhaps a burden to himself and a  
trouble to others. The cheerfulness  
natural to him is sadly over-  
cast by the depression caused by  
continual indisposition. The sun  
of Good Health lies behind a black  
cloud, and before the warm rays  
can again rejoice him, that cloud  
must be dispersed. If such is  
your experience you should

Take  
steps to ensure an immediate  
return of health and strength.  
This means that you should put  
your digestive organs in perfect  
order—cleanse the liver—regulate  
the bowels and kidneys—breathe  
the blood—tone up the nervous  
system. To effect this thoroughly  
and completely you should put  
yourself through a course of cast  
medicine which has proved of  
such exceptional value in so many  
cases—namely

Beecham's  
pills

Sold everywhere in boxes, price 1/- (5/-)  
1/2 (5/-) and 5/- (10/-) per box.

THE BIG GUNS OF THE  
DREADNOUGHTS.

It is frequently asserted that nothing of  
importance can be kept secret in the present day;  
but if this is true, the story of the Dreadnought  
ordnance must surely be regarded as an excep-  
tion to the rule. Certainly, public opinion

has been concentrated mainly upon the number  
of ships which have been or are being placed  
in the stocks, the continuous development in  
regard to the offensive powers of the vessels  
has attracted hardly any attention. In  
regard to guns, the designers of this country  
have always been in the van; and it should  
not, therefore, be astonishing to find that  
the Admiralty, with a progressive and ener-  
getic man like Lord Fisher as its chief profes-  
sional adviser, had determined upon the adoption  
of more powerful guns, nor that every precaution  
should have been taken to prevent, as long as  
possible, this decision from becoming public  
either in this country or abroad. At all events,  
the circumstance that since the original Dred-  
nought was put afloat in 1906 two new types  
of big guns have been adopted in the Navy  
and every preparation made for their instal-  
lation did not become generally known until the  
change had been carried out and the guns were  
actually ready for being mounted.

THE TWO 12-INCH GUNS.

The heavy gun placed in the Dreadnought  
and the ships of the 1906-7 programme was a  
12-inch, with a length of 45 calibres and a muzzle  
energy of 47,000 foot-tons. There were several  
reasons for the selection of this gun; but perhaps  
the most important was that at the time the  
protection of the battleships in existence, both  
as regards their vital parts and their armament,  
made it necessary for successful attack. For the  
ships of the next two programmes, and in the  
early ships in the programme of 1909-10, a 12-  
inch gun of the length of 50 calibres was adopted  
with a muzzle energy of something over 52,000  
foot-tons. It is probable that the adoption of  
this gun was due at least in part to the know-  
ledge that improvements in ordnance were  
making progress abroad. Other nations had  
not taken to our system of wire-wound guns, and  
it was claimed that in it no other respect the  
system of built-up guns promised a longer span  
of active life than those manufactured on the  
British method. It is held, however, in this  
country that the wire gun has great advantages  
in circumferential strength, and lends itself  
to the system which enables a gun to be repaired  
with an inner tube over and over again.  
Much was made at the time of a weakness  
which displayed itself in the earlier design of  
the new 12-inch gun, owing, it was said, to the  
mistake of not continuing the wiring to the  
muzzle. This mistake was corrected by remov-  
ing the thick outer tube over the chase, con-  
necting the wiring to the muzzle, and then plac-  
ing a thin outer tube over the wire. The change  
proved entirely successful, and the new gun  
was acknowledged to be a splendid weapon.  
With its projectile of 150lb. it is capable of  
penetrating over 9in. of cemented armour at  
10,000 yards. This gun has been mounted in  
the St. Vincent, Collingwood, and Vanguard  
completed ships, the Neptune, which has just  
completed her trials; and the Indefatigable, Co-  
lossus, and Hercules, which are to be completed  
early next year.

THE 13.5-INCH GUN.

That another step forward in the development  
of the offensive powers of the Dreadnoughts  
would be taken is indicated when the gun-  
makers took in hand a weapon known as  
"12-inch A," and it was under this designation  
that the new gun was known until the date of  
the launch of the Lion. It had been generally  
recognized by experts that so far as the length  
of the gun was concerned we had probably  
reached the limit, and this for two reasons.  
First, because of the great length of the gun,  
which would be left unprepared outside the  
turret, and secondly in the interest of longitudinal  
strength. It was also most desirable to get an  
increase in the weight of the bursting charge.  
The objects aimed at could be met by in-  
creasing the diameter of the bore, while main-  
taining the same length of gun as in the main  
of fifty calibres. The 13.5-inch gun, with a  
length of 45 calibres, thus came into existence.  
The energy was increased, with an increase in  
striking power at great range, while the same  
internal pressure and velocity was maintained.  
The muzzle energy was increased to the extent  
of 10 per cent, and the weight of the projectile  
from 850lb. to 1,250lb. Thus it was assumed  
that with the power given by the larger gun, if  
the shell gets through the armour, the result will  
be enormously more damaging and destructive.  
No armour at present in use can withstand  
these guns at six miles range. While also the  
mounting of the new gun is in every way  
stronger, it has been prepared to effect this with-  
out increasing the diameter of the turret.

As a result of this triumph of progressive  
policy for which credit must be given to the  
Admiralty Board of 1908-9, we have already in  
hand eight ships, including the two for the  
Colonies, which will mount this gun with the  
five of the year's programme, shortly to be laid  
down, and completed by the end of March, 1913.

GERMANY'S HEAVY GUNS.

Although it has been often reported that the  
Germans were about to arm their ships with  
the all the vessels of the Dreadnought class  
yet completed in that country carry no heavier  
weapon than the 11-inch Krupp of fifty calibres,  
the armour piercing projectile of which weighs  
760lb. The muzzle energy of this gun is about  
42,500 foot-tons, and it is capable of penetrating  
about 85 inches of cemented armour at ten  
thousand yards. The ships carrying this gun  
are the Nassau, Weissenfels, Rhenish, and  
Posen, battleships, and the Von der Tann,  
armoured cruiser. For the eight ships now in  
hand, it is understood that a 12-inch gun of  
fifty calibres has been prepared, a un with a  
muzzle energy of 55,000 foot-tons throwing a  
projectile of 910lb. Very little is known about  
this weapon; but it can hardly show any  
superiority over the 12-inch of fifty calibres with  
which some of our ships, as already mentioned,  
have been armed. The vessel into which this  
gun is being put are the Oefield, d. Helder,  
and Thuringen, and Oldenburg, battleships,  
and the Moltke, armoured cruiser, all of which  
are completing afiost with the Ersatz little  
Brand and Ersatz-der-mall, battleship, and  
"B," armoured cruiser, which are still on the  
stocks.

It is again reported that at Messrs. Krupp's  
works a 14-inch gun has been designed, and  
that an experimental piece of this calibre is  
under trial. It is quite possible that if this  
rumour has foundation it may in a measure  
account for the delay which has undoubtedly  
taken place in beginning the ships of this year's  
programme. It is more likely, however, that  
the temporary cessation of German naval activi-  
ty is of economic origin and due to labour  
troubles.

In America, it may be noted, the Arkansas  
and Wyoming, the latest pair of battleships  
actually building, are to be armed with a  
13-inch fifty calibre gun, giving to its 850lb.  
projectile a muzzle energy of 62,500 foot-tons.  
This marks a great advance in the guns of the  
newer American Dreadnoughts, and it is  
proposed to mount in the future vessels a  
13-inch gun with a length of forty-five calibres.

It will throw a 1,400lb. projectile with a muzzle  
energy of 65,500 foot-tons. A similar gun is  
said to have been made at Elswick for mounting  
in the third Brasilia Dreadnought, the Rio  
de Janeiro, but no confirmation of this report  
has been made.

There have been other great developments in  
regard to the offensive power of the newer  
British Dreadnoughts. We are moving quickly  
in this direction, and it must be that a still  
heavier gun is needed. If so, it is quite certain  
that our designers and manufacturers will be  
ready to supply it if the professional advisers  
of the Admiralty are satisfied that it is wanted.  
If it should be so decided, it may be hoped that  
reference will be observed on the part of all con-  
cerned equal to that which has proved so valuable  
in regard to the improvements of the past.

—The Times.

DESERTED IN THE UNKNOWN.

THRILLING ADVENTURES OF A BRITISH  
EXPLORER.

A thrilling story is told in letters from New  
Guinea, dated July 25, of this journey made by  
Dr. Eric Marshall, who started off without any  
European companion from the camp of the  
British New Guinea expedition at Tipapé to  
discover a route to the Snow Mountains. After  
a trying trip of nearly three weeks, in which his  
companions deserted, Dr. Marshall succeeded in  
finding his way back to camp, says Hunter.

The young explorer (who was a member of the  
Shackleton South Polar expedition) left the  
camp at Tipapé on June 13, accompanied only by  
three Gurkhas and with twelve carriers, to find  
a road to the mountains, which were the objective  
of the expedition.

He turned eastward, and after wading knee-  
deep for two miles, struck the Wabaiwa, the  
largest river he had then seen. Shortly afterwards  
he came on mountains which rose sheer  
from the river for some hundreds of feet and  
made progress with loads almost impossible.

Leaving two of his three Gurkhas in camp,  
Dr. Marshall then started with one Gurkha and  
five natives, and attempted to advance over a  
hill 1,500 feet high, covered with dense jungle  
and dead and fallen trees.

VIEW OF THE SEA.

"Fulman (the Gurkha) and I," says Dr.  
Marshall, "went ahead, cutting a path which  
the grumbling natives avoided every desire  
to desert but were afraid to do so. It was a very stiff climb, but about half-way  
up I obtained a good view of the sea and  
coast—the first for six months. It was good to  
get a glimpse of the horizon again after six  
months' imprisonment in this deadly jungle. It  
now began to pour as it only can in this  
country, and we had to find a spot where we  
could descend by means of tree trunks, and, six  
hours after the start, sliding and stumbling  
in fact, doing everything but pitch down the  
foremost—again struck the river."

On the following morning Dr. Marshall  
again started off with two natives to see what  
lay ahead, and, after wading knee-deep through  
the jungle, ascended the valley for two  
miles. The natives were very loth to proceed,  
declaring that this was the country of "the  
little man." On this march the explorer was  
saved from being precipitated into the deep and  
rapid torrent by a native, who snatched him  
out of danger just as he was being swept off  
his feet.

On the following day, when six miles up the  
mountains and seven days from camp, he was  
deserted. "Here I am, absolutely alone," writes  
Dr. Marshall, "the first white man to penetrate  
this district. My natives have deserted, and I  
have sent my one Gurkha back to the last camp  
while I remain on guard. All the available food  
is four pounds of rice and two teaspoonsfuls of  
tea, and I have given the Gurkha my gun, re-  
taining only my pistol."

We are now landed with the difficulty of  
transporting our baggage, but the two  
Gurkhas and myself must make it into  
three loads and carry it down to the next camp,  
and from thence by relay work to the canoe  
camp, and there are at least five heavy loads.

"Unfortunately, while cutting a way through  
the jungle to-day with my cookie I sliced  
my knee open for one and a half inches down to  
the bone, and this rather handicaps me over the  
rough ground."

The following day, Dr. Marshall, finding  
that the natives in order to cut off his retreat,  
had taken away his canoe, arranged to build a  
raft with which to negotiate the narrow rapids,  
but meanwhile the river was rising at the rate  
of two miles an hour, and the torrent was  
rushing down with the force of a thousand  
horses."

"In a space of two minutes," continues Dr. Marshall,  
"the river rose to the top of the highest  
part of the bank, coming down in a great wall,  
and at nearly twenty miles an hour; trees torn  
up by the roots flew past, and the great waves  
carried everything before them."

The following day's experience was equally  
trying, but on June 27 those of the deserters  
returned with the missing canoe, and Dr. Mar-  
shall resumed his journey, and finally returned  
to Tipapé, where he found Captain Rawling.

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everyone uses a toothwash or powder.

Most are not satisfied and try one after another.

And still the teeth are



## THE POSITION OF SHIPPING.

Although the dispute in the shipbuilding trade is not yet ended and the resumption of work in the shipyards has not yet begun, there is satisfaction in the fact that the shipping trade of the country has lately been enjoying much better times. This fact does not lose interest, but gains, from its coincidence with the most critical event that the shipbuilding industry has known. What the shipbuilding trade has lost in suspension of work and in losses during the last year need not be assessed just now, but it is necessary to point out that it has already lost a good deal of actual work that can never be replaced. For example, much repair work to ships in commission has been relegated to foreign ports, and some orders for new ships have been sent to foreign, chiefly Dutch, builders. There is also good reason to think that, but for the strike in Germany much more work would have been sent abroad. One reason for thinking this is to be found in the increased demand for floating tonnage and in the preparations which shipowners have recently been making to meet the growing demand. That is to say, the demand for tonnage should again become active. And with fully eight weeks' practical cessation in the production of nearly all the British (though not Irish) shipyards, and the strike in the German shipyards, the supply of new tonnage put into the water will be for some months restricted considerably below what it would otherwise have been. And all the time the natural wastage is going on. At present the supply of tonnage is not increasing in a greater ratio than the demand for it. —*The Times*.

This is such as it is, cannot be attributed to the sales of obsolete and antiquated British vessels to foreigners, for that kind of transition in past years has served to make the lot of the British shipowner worse by bringing low-priced, cheaply-managed, and early equipped ships into competition at freights which paid them moderately, while they made good British shipping uncompetitive. What has brought some relief has been the breaking up within the past year or two of many obsolete vessels that, while good enough as scows, were not good enough to earn money in competition with more modern and more efficient vessels. Original owners and mortgagors, and others, may have lost money by these dispositions, but partial as they have been, the shipping industry as a whole has gained, since they were accompanied by a decrease in the rate of new production. It is unnecessary to dwell on this aspect, the extent of which may easily be exaggerated, but it is necessary to bear it in mind in reviewing the situation.

## THE RECENT RISE IN FREIGHTS.

The real immediate cause for the improvement in the freight markets which has been so noticeable lately is naturally the growth in the volume of sea commerce. That trade generally has been quietly improving for 12 months or more those who watch the indices of commerce are aware, but it only recently made itself evident in the avenue of transport. In the first half of the year the condition of shipping was as gloomy as it had ever been—in some cases much worse—and the prospects for shipowners were depressing in the extreme. Owing partly to the slack demand and low freights many vessels were laid up for repair during the summer months. It is impossible to obtain exact statistics on the subject, but it is well known in the trade that down till August there was a quite unusual number of vessels temporarily laid up for repair, including a good many suffering from the results of accidents and collisions. This large amount of laid-up tonnage began to make itself felt when the revival in sea trade first appeared. By the end of August a slight improvement in freights was perceptible. In shipping circles this was attributed to a better distribution of tonnage—that is to say, not so much was crowded into any one market that for the moment looked tempting. When September opened the number of would-be charterers realized that tonnage was not so easily obtainable as it had been, and ship-owners began to realize that they could once more dictate terms at times. In short, all at once the demand for tonnage became heavier and more general than it has been for years. In the Black Sea trade especially the rates became very strong, as there was no much pressure to ship grain cargoes while the markets were good. In the Mediterranean ports generally there was not as yet any extra demand for vessels, but there was a comparative scarcity of tonnage, as steamers went out to the Black Sea for homeward cargoes at the higher rates of chartering there. Meanwhile the demand at American ports for cotton timber, and grain cargoes began to increase, and though rates did not rise immediately, the demand soon became quite active. And about the same time it was evident that a large amount of tonnage was and would be wanted at South American ports and also in India. As it was clear that the demand for tonnage was general the markets rose all round, steadily improving.

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## VESSELS EXPECTED.

THE INDIAN MAIL. The Apostr. *Gregory* Appear from Calcutta left Singapore on the 26th ultimo afternoon, and may be expected here to-day.

The Indo-China ste. *Kutang* left Calcutta for the Straits and Hongkong on the 23rd ult., and is due here on or about the 14th inst.

THE BRITISH MAIL.

The M.M. str. *Villa de la Ciotat*, with the French Mail of the 6th ult., and Mail from London of the 5th ultimo, will leave Saigon on the 1st instant, and is expected to arrive here on Sunday, the 4th instant.

THE AMERICAN MAIL.

The P. M. S. Co. str. *Korea* sailed from Yokohama on the 26th ultimo, and may be expected here on the 5th instant.

The P. M. S. Co. str. *Siberia* sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 30th instant.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 28th ult., for Timor, Manila and this port, and is due here on the 9th instant.

MERCHANT STEAMERS.

The Barlow Line str. *Shimoda* left Singapore on the 25th ultimo morning, and is due here to-day.

The str. *Geelong* left Singapore on the 26th ult., and is due here to-day.

The N.Y.K. str. *Aki Maru* (European Line) left Moji for this port via Shanghai on the 28th ultimo, and is expected here on the 5th instant.

The str. *Ische* left Singapore for the port on the 30th ultimo afternoon, and may be expected here on or about the 7th inst.

The T.K.K. str. *Hongkong Maru* left Yokohama on the 25th ultimo, and is due to arrive at Hongkong on the 8th instant.

The American-Asiatic S.S. Co. str. *Indra* left New York on the 20th Oct., and is due here on or about the 15th instant.

The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 12th ultimo, and is due here on the 18th inst.

The T.K.K. str. *Nippon Maru* sails from San Francisco on the 22nd ultimo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th inst.

The str. *Glengary* left London on the 5th ult., and is due here on or about the 20th inst.

The American & Manchuria Line's str. *Kioto* left New York on the 10th ult., and is due here on or about the 1st January.

## INTIMATIONS

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Plenty Engine and Dynamo.  
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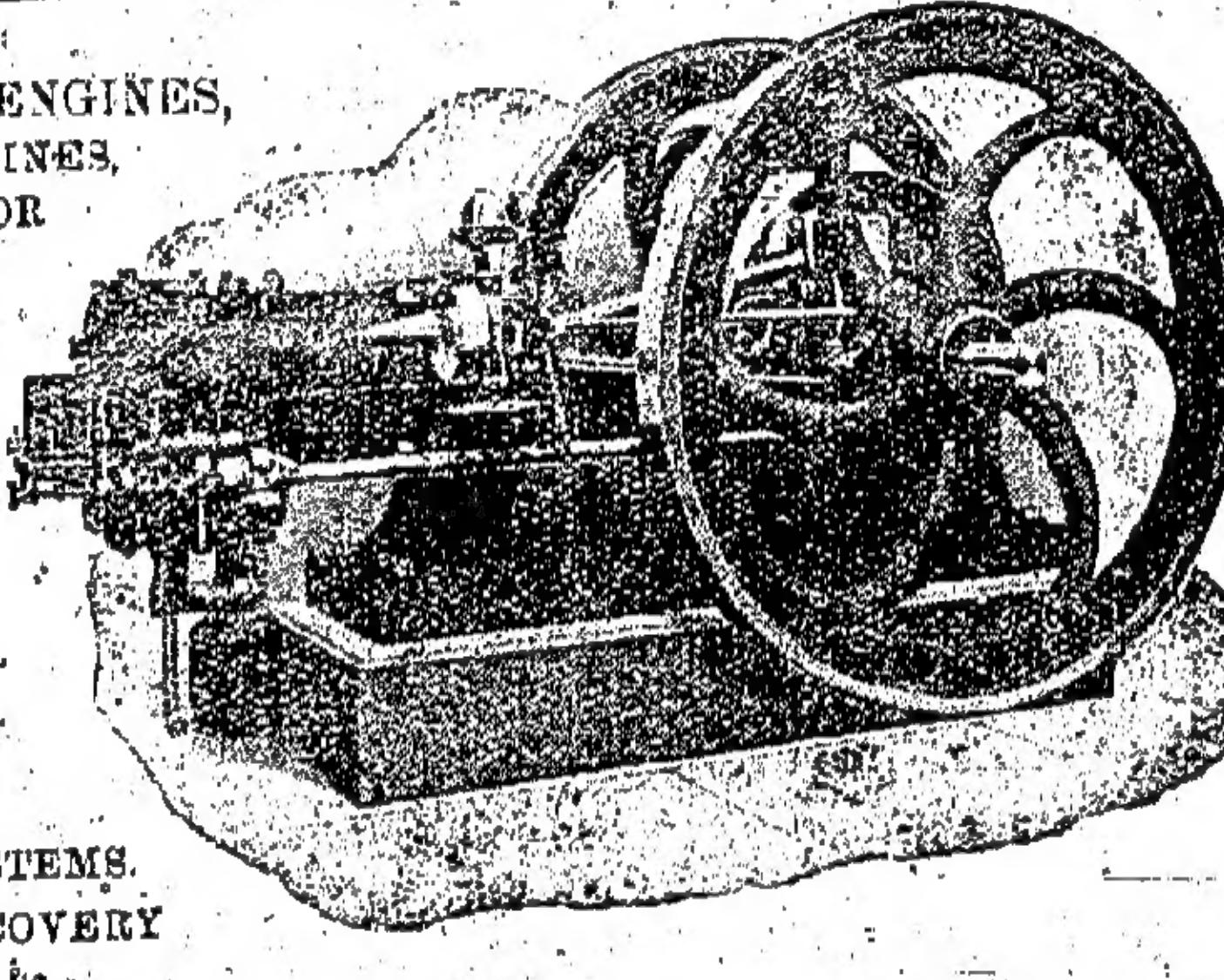
Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

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[1227]

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about about LONDON

\* SUNDAY 4700 January 25 March 11  
\* NUBIA 5900 February 8 March 25  
\* SYRIA 6600 March 6 April 24  
\* NORE 6700 March 22 May 8  
\* PALAWAN 4700 April 5 May 22  
\* BORNEO 4600 April 19 June 5  
\* SICILIA 6700 May 3 June 19  
\* SUMATRA 4600 May 31 July 17  
\* NILE 6700 June 14 July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax).

1ST SALOON £55.00 SINGLES £22.10 RETURN.

2ND £38.10 £17.40

\* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

1002

MELCHERS & CO.,<

## SHIPPING.

## ARRIVALS.

AGONIA, German str., 3,228, C. Meyer, 1st Dec.—Fuchow 29th November, General—Hamburg-Amerika Line.  
BRASILIA, German str., 4,300, L. Maup, 1st December—Singapore 21st Nov., General—Hamburg-Amerika Line.  
EMPEROR OF JAPAN, British str., 5,001, 1st Dec.—Shanghai 29th Nov., Matsuk and General—Canadian Pacific Railway Co.  
HANGCHOW, British str., 1st Dec.—Canton.  
HARDINGH, British transport, 5,433, 1st Dec.—Singapore.  
KWANGHAN, Chinese str., 1st Dec.—Canton.  
KWONGHAN, British str., 1,224, Richard, 1st Dec.—Shanghai and Swatow, 30th Nov., General—Jardine Matheson & Co.  
LANDSHUT SCHIFF, German str., 1,012, A. Struve, 1st December—Bengkolo 21st and Swatow 30th Nov., Rice—Steinberg & Co.  
MATHILDE, German str., 831, C. Uderup, 1st December—Hamburg and Hongkong 30th Nov., Rice and General—Jensen & Co.  
NATUR, British str., 4,179, H. W. Konick, 1st December—Yokohama 14th Nov., General—P. & O. S. N. Co.  
PANAMA MARU, Japanese str., 6,500, K. Moto, 1st Dec.—Shanghai 28th Nov., Flour and Matches, &c.—Osaka Shosen Kaisha.  
POWYMER, British str., 3,061, A. E. Dodd, 1st Dec.—Liverpool 22nd Oct., General—Batterfield & Swire.  
PRINZ LUDWIG, German str., 5,704, F. v. Jinzer, 1st December—Bremen 18th Oct., Mail and General—Molchers & Co.  
SZECHUEN, British str., 1,142, Siford, 1st Dec.—Tientsin 24th November, General and Nanking-China Navigation Co.  
WOSANO, British str., 1,127, J. Smith, 1st Dec.—Dalian 15th and Newchow 24th Nov., General and Beans—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE,  
1st December.  
Choupan, British str., for Shanghai.  
Hufan, British str., for Swatow.  
Hupang, British str., for Hongkow.  
Prinz Ludwig, German str., for Shanghai.  
Tjilatjap, Dutch str., for Shanghai.

## DEPARTURES.

1st December.  
AMIGO, German str., for Haiphong.  
AMIRAL FOURCHON, French str., for Shanghai.  
ANHUI, British str., for Canton.  
BOURDON, French str., for Saigon.  
CHONGSHING, British str., for Shanghai.  
CHINHUA, British str., for Shanghai.  
CLAY JESSEN, German str., for Hoihow.  
FBI, Norwegian str., for Quang Chow Wan.  
HALDIS, Norwegian str., for Hoihow.  
INDRAKURA, British str., for Singapore.  
KUKTANO, British str., for Canton.  
KUMANG, British str., for Singapore.  
MANURE, British str., for Shanghai.  
NILE, British str., for Shanghai.  
OBESTER, British str., for Singapore.  
SHANTUNG, German str., for Samrang.  
SHIBETOTO MARU, Japanese str., for Tukino.  
SIGNAL, German str., for Swatow.  
SUNGXIANG, British str., for Hoiho.  
TINOSANG, British str., for Canton.

## PASSENGERS.

ARRIVED.  
Per Panama Maru, from Tacoma, &c., Mrs. Gogz, Mrs. E. W. Henderson and Mr. Henry M. Banon.  
Per Kwonseong, from Shanghai, &c., Masters M. J. and A. Lello, and C. Stapleton, Mr. Portman, Mr. N. G. M. Luyken and Mr. C. L. Howell.

Per Naru, from Yokohama; for Calcutta, Mr. C. Osborne; for Marseilles, Mr. Peter Joss, Mr. and Mrs. S. Lewis, and Miss Wentmore; for London, Warwick-Major, Misses G. Corless, L. Lloyd, M. Haynes and N. Osborne, Mr. and Mrs. Sweet, Mr. R. Brumpton, Mr. Ridington, Mr. G. Story and Misses Drewry; from Kobo, for London, Mrs. Farbridge, child and infant, Miss K. Moore; from Shanghai, for London, Mr. J. de Rijke, Mr. H. C. de Rijke and Miss Rijke.

Per Prinz Ludwig, for Hongkong, from Bremen, Mr. J. Jacobs, Mrs. Xenia Larsson, Mr. Th. von Heim, Rev. Mr. Quilon, Messrs. J. Tuligowski, Otto Festing and Chr. Bentzen; from Rotterdam, Mr. H. Sol warzenberg; from Southampton, Mr. and Mrs. Dymond, Miss J. Caren, Miss E. Pitt, Miss C. Coad, Dr. E. W. Perkins and Miss Minnie Ferguson; from Antwerp, Mrs. L. Scott, Messrs. R. and D. Teller, from Genoa, Mr. and Mrs. A. Metzler, Mr. R. Spangenberg, Mrs. Beadysche Layton, Mrs. Liane Gottschalch, Mrs. Rachel Bissel, Mr. H. Schönherr, Mr. and Mrs. U. Spaling, Mr. A. Ferner, Mr. George Zwanziger, Mr. John Andrews, Schwabher, Kergan, Mr. Kurt Faber, Mr. Ernst H. Seinen, Mrs. Frieda Schoch, Mr. Fritz Eizel, Mr. Kurt Knoch, Mrs. Kleinlein and daughter, Mr. Albert Kaapela, Mr. H. von Carlstorp, Mrs. Hans Wirth, Captain G. Biedwald, Einch Diermen, Messrs. B. Schmid, A. Fock, H. Ruge, A. Müller and P. Hardner; from Port Said, Mrs. C. Bruchhans; from Colombo, Dr. W. M. Koch; from Penang, Baron de Bethune; from Singapore, Mr. and Mrs. C. Owen, Mr. E. Beaufort, Mr. A. Redemann, Mrs. Verschot, Mr. S. C. Limby, Mr. Bane, Mr. L. A. Jeong, Dr. R. Schulz, Dr. Tschigreher, Mr. H. Hoesloop, Mr. William Hayde, Mrs. Madison and Mr. E. Lehmann.

DEPARTED.  
Per Naru, from Yokohama; for Calcutta, Mr. C. Osborne; for Marseilles, Mr. Peter Joss, Mr. and Mrs. S. Lewis, and Miss Wentmore; for London, Warwick-Major, Misses G. Corless, L. Lloyd, M. Haynes and N. Osborne, Mr. and Mrs. Sweet, Mr. R. Brumpton, Mr. Ridington, Mr. G. Story and Misses Drewry; from Kobo, for London, Mrs. Farbridge, child and infant, Miss K. Moore; from Shanghai, for London, Mr. J. de Rijke, Mr. H. C. de Rijke and Miss Rijke.

Per Prinz Ludwig, for Hongkong, from Bremen, Mr. J. Jacobs, Mrs. Xenia Larsson, Mr. Th. von Heim, Rev. Mr. Quilon, Messrs. J. Tuligowski, Otto Festing and Chr. Bentzen; from Rotterdam, Mr. H. Sol warzenberg; from Southampton, Mr. and Mrs. Dymond, Miss J. Caren, Miss E. Pitt, Miss C. Coad, Dr. E. W. Perkins and Miss Minnie Ferguson; from Antwerp, Mrs. L. Scott, Messrs. R. and D. Teller, from Genoa, Mr. and Mrs. A. Metzler, Mr. R. Spangenberg, Mrs. Beadysche Layton, Mrs. Liane Gottschalch, Mrs. Rachel Bissel, Mr. H. Schönherr, Mr. and Mrs. U. Spaling, Mr. A. Ferner, Mr. George Zwanziger, Mr. John Andrews, Schwabher, Kergan, Mr. Kurt Faber, Mr. Ernst H. Seinen, Mrs. Frieda Schoch, Mr. Fritz Eizel, Mr. Kurt Knoch, Mrs. Kleinlein and daughter, Mr. Albert Kaapela, Mr. H. von Carlstorp, Mrs. Hans Wirth, Captain G. Biedwald, Einch Diermen, Messrs. B. Schmid, A. Fock, H. Ruge, A. Müller and P. Hardner; from Port Said, Mrs. C. Bruchhans; from Colombo, Dr. W. M. Koch; from Penang, Baron de Bethune; from Singapore, Mr. and Mrs. C. Owen, Mr. E. Beaufort, Mr. A. Redemann, Mrs. Verschot, Mr. S. C. Limby, Mr. Bane, Mr. L. A. Jeong, Dr. R. Schulz, Dr. Tschigreher, Mr. H. Hoesloop, Mr. William Hayde, Mrs. Madison and Mr. E. Lehmann.

Per NILE, for Shanghai, Mr. W. H. Marks.  
Per Naru, for Singapore, Mr. C. E. Douglas; for Marseilles, Mr. and Mrs. C. S. Swaine, and Mrs. M. S. Sanborn; for London, Mrs. Taylor and 4 children, Major E. D. Mears, Capt. E. S. Johnston, Staff Sergeant, Dr. S. Scott, Foray, Corporal Madley, Loo Corp. Watts, Lt. M. M. Brie and Mr. J. Pumfrett.

Per RUBI, for Manila, Messrs. J. A. Anscombe, G. E. Carpenter, J. Rand, C. H. Camp, T. Hulford and J. W. Pentecost, Mrs. D. A. Dozier, Mrs. H. Chapman, Messrs. W. W. Gullif, C. P. Shuman, A. W. Nicoll, W. H. Thompson, C. A. Ponson, V. Baltzer, Lt. Sincere, Miss C. F. Whittier, Mr. F. W. Walker, Mr. H. A. Glover, Mr. A. Parmentier, Mr. M. von Ryckebor, Mr. and Mrs. B. Magie, Mr. J. E. Norton, Mr. and Mrs. Tipp, Mr. Grant and Mr. Yost; for Cebu, Mr. J. Abarrientos and child.

VESSELS PASSED ANJER.

Nov. 6, German str., Plauen, Marten, from Hamburg for Batavia.

Nov. 6, Dutch str., Pyrrhus, Branda, from Amsterdam for Batavia.

Nov. 8, British str., Soutaria, from Sourabaya for Calcutta.

Nov. 8, British str., Islander, Deans, from Christmas Island for Singapore.

Nov. 13, Dutch str., Kawi, Boon, from Rotterdam for Batavia.

Nov. 14, British str., Sandhurst, Redding, from Tjilatjap for Batavia.

Nov. 15, British str., Drumellan, Watt, from Hongkong for New York.

Nov. 15, British str., Baron Innerdale, from Kobe for Christmas Island.

Nov. 19, Dutch str., Bojor, V. d. Een, from Tjilatjap for Batavia.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A," nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

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PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	About 9th Dec.	Freight and Passage.
SHANGHAI	Capt. L. E. S. Spicer	Dec.	Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 10th Dec.	See Special of Call.
	Capt. Owen Jones, R.N.R.	Dec.	Advertisement.
SHANGHAI, MOJI, KOBE, SUNDA, YOKOHAMA		About 16th Dec.	Freight and Passage.
LONDON and ANTWERP	SOMALI	About 23rd Dec.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES	Capt. A. G. Cubitt, R.N.R.	Dec.	Passage.
SHANGHAI, MOJI, KOBE, NUBIA, YOKOHAMA	Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,  
Superintendent

Hongkong, 2nd December, 1910.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	ANHUI	On 3rd Dec., M'night
MANILA	KAIFONG	On 6th Dec.
HANGHAI	CHIHLI	On 7th Dec., 10 A.M.
MANILA, ZAMBOANGA, THURS. DAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 17th Dec., 4 P.M.
DIRECT SAILINGS TO WEST RIVER		Twice Weekly.
S.S. LINTAN and S.S. SANUL		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.		
FAST SCHEDULED TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading, to all Yangtze and Northern China Ports.		
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.		
FARE, 845 SINGLE and 360 RETURN. TELEPHONE 36. For Freight or Passage apply to—		
BUTTERFIELD & SWIRE, AGENTS. [30]		

DOUGLAS STEAMSHIP CO., LTD.  
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW

## AND RETURN.

Occupying 9 to 10 Days.

STEAMERS CAPTAIN LEAVING.

"HAITAN" ...	Capt. J. W. Evans	FRIDAY, 2nd Dec., at 11 A.M.
"HAIMUN" ...	Capt. A. H. Stowar	TUESDAY, 6th Dec., at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore	FRIDAY, 9th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; CO., GENERAL MANAGERS.

Hongkong, 2nd December, 1910.

9

EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAIRUSSIAN EAST ASIATIC CO., LTD.  
ST. PETERSBURG & VLADIVOSTOK

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE "SIAM"		On 6th December.
SHANGHAI, YOKOHAMA and KOBE "INDIEN"		Beginning of Jan.
COPENHAGEN and BALTIK PORTS "SIAM"		A boat middle of Jan.

For further Particulars apply to MELCHERS &amp; CO., AGENTS. [5]

Hongkong, 23rd November 1910.

14

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 7th Dec., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec., at 8 A.M.

TAMSUI VIA SWATOW &amp; AMOY

"DAIGI MARU" SUNDAY, 4th Dec., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA Steamers at Shanghai, for The NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1ST CLASS	2ND CLASS	3RD CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout First Class Cabin.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building.

S. HIROI, MANAGER [703]

14

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Koto (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chafao, Tientsin &amp; Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD., GENERAL MANAGER [14]

Hongkong, 2nd December, 1910.

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Hongkong, 2nd December, 1910.

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Telephone No. 171.

For Freight and Further Particulars, apply to OLOF WIJK &amp; CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 25th November, 1910. [103]

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Koto (Inland Sea) and Moji to Hongkong.

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Hongkong, 2nd December, 1910.

14

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These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chafao, Tientsin &amp; Newchwang.

Telephone No. 171.

For Freight and Further Particulars, apply to OLOF WIJK &amp; CO., CHINA AGENCIES, AKTIEBOLAG.

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